THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M.V. CHANDRASHEKARA MURTHY): (a) The Government intends to bring out a White Paper on the status of India's foreign debt, including the debt position as on March 31, 1995.

(b) The White Paper on foreign debt is expected to be made available in November, 1995.

Dispute between air hostesses and co-pilots of Indian Airlines

219. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the facts relating to the dispute between the air hostesses and co-pilots of the Indian Airlines;

(b) what is the number and names of air hostesses who are getting higher pay than co-pilots, what is the number and names of such co-pilots with length of their services as compared to air hostesses and what are their main demands;

(c) how Government propose to resolve the issue involved;

(d) to what extent the action of the co-pilots has caused inconvenience to the public and loss to the Indian Airlines; and

(e) what steps Government have taken to check recurrence of such incidents in future?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Indian Commercial Pilots' Association (ICPA) had raised a demand that the cabin crew's scale of pay should not be higher than that of co-pilots as this would interfere with the chain of command on board the flight. According to the Operations Manual, cabin crew are under the functional control of the commander and in his absence, the co-pilot. Although the basic pay of some senior cabin crew members could be higher than that of the co-pilots, the gross emoluments of a co-pilot are always higher compared to that of cabin crew. Further the salary earned is not the deciding factor for operational control.

(b) The requisite information is given in the Annexure. [*See* Appendix 174, Annexure No 10.]

(c) to (e) Bilateral discussions are held to arrive at an amicable settlement and the Chief Labour Commissioner is also consulted, whenever necessary. Following discussions with the Indian Airlines management and the Chief Labour Commissioner, the ICPA has agreed to keep in abeyance the directive issued by them to the pilots. A contingency plan has been drawn up by Indian Airlines to deal with strike threats. Wherever ICPA members refused to operate the flights, services were maintained to the extent possible by deploying executive pilots. The estimated loss due to the pilots' agitation during the period 8.6.95 to 26.6.95 is about Rs. 42 lakhs.

Indian Airlines Management has shown its willingness to discuss reasonable demands of the employees while maintaining its resolve not to accede to totally unreasonable demands. This is expected to have a salutary effect on industrial relations in future.

World Bank funds for infrastructure

220. SHRIMATI KAMLA SINHA: Will the Minister of FINANCE be pleased to state:

(a) whether India has sought for more World Bank Funds for infrastructure;

(b) the achievement made in this regard by the Indian delegation led by the Finance Secretary; and

(c) the details of bank's lending programme to India for 1995-96?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M.V. CHANDRASHEKARA MURTHY): (a) to (c) The Indian Development Forum Meeting was held on 29th & 30th June, 1995 in Paris to discuss aid requirements of the country. The meeting of bilateral and multilateral donors took place on 29th June, 1995 where India's development partners pledged $6.9 billion including $2.8 billion by the World Bank as official development assistance for the year 1995-96. The second day of the meeting was devoted to an interaction with potential investors on this year's theme "Private Sector Investment in infrastructure-an enabling environment". The meeting provided a forum for Government to elaborate upon the recent initiatives taken to facilitate private sector entry in the area of infrastructure. The deliberations also provided a unique opportunity to Government togather the perspectives of potential investors on how far the recent policy changes have succeeded in creating the required environment for private sector participation in infrastructure development. Overall, the meeting confirmed keen private investor interest with regard to the investment opportunities available in the country in the infrastructure sector. The details of the lending programme, however, are not discussed at the meetings. Such details are negotiated with the donor institution separately.

Development of Tourist Potential of Eastern States

221. SHRI SARADA MOHANTY:
SHRI RAHASBIHARI BARIK:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have taken any steps during the 8th plan to develop the untapped tourist potential in the Eastern States;

(b) if so, the details thereof, (state-wise); and

(c) the specific steps proposed to be taken during the 9th Plan?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) Statewise amount sanctioned for creations of tourist facilities in the eastern states during the first three years of 8th five year plan i.e. 1992-93, 1993-94 and 1994-95 are given as follows:—

BIHAR

	Amount sanctioned (Rs. in lakhs)
1992-93	54.41
1993-94	53.63
1994-95	112.12
ORISSA	
1992-93	72.37
1993-94	101.52
1994-95	166.31
SIKKIM	
1992-93	49.12
1993-94	130.89
1994-95	No proposal was received
WEST BENGAL	
1992-93	94.10
1993-94	167.30
1994-95	92.91

(c) The 9th Plan proposals will be formulated on the basis of the Tourism sector requirement and the financial resources available.